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SGAA-3375

AUG 6 1958

ACTION-SE/MS

Chief, SE

[ ]  
BOFIEND/MARITIME SUPPORT  
OBLANTIS SUPPORT AND INFILTRATION VESSEL

REF : A. SGAW-2371  
B. SGAA-1986  
C. SGAA-3603

DECLASSIFIED AND RELEASED BY  
CENTRAL INTELLIGENCE AGENCY  
SOURCE/METHOD/EXEMPTION 3828  
NAZI WAR CRIMES DISCLOSURE ACT  
DATE 2007

1. As assumed in paragraph 1 of Reference A, it is still our intention to mount maritime operations against Albania.

2. Crew: As outlined in Reference B and following paragraphs.

3. Cover: Service vessel for weather station being built on Kala Nissia, i.e., same cover as OBLANTIS. On operations the vessel will leave OBLANTIS base under cover of darkness and should it be seen leaving or entering the Gulf of Corinth, its likeness to any other Greek trawler should obviate the possibility that its activity will arouse curiosity. Once in Albanian territorial waters there is obviously no cover which would stand up should the vessel be stopped by a patrol craft.

4. Control: Operational control will be via [ ] to the vessel's captain. The vessel will be permanently moored at OBLANTIS, and it is anticipated that its service activities will be sufficiently routine to allow operation with only occasional direct supervision by [ ]

Control during missions will again be via [ ] to the vessel's captain. Two of the three-man crew have worked for [ ] for two years, and the third for about a year, so it is hoped that there will be a minimum of personal problems.

Security control should not be difficult. All three crew members are responsible men who have spent a large part of their lives engaged in contraband activities and managed to avoid trouble. There is no reason to believe that they should now change their habits where personal security is concerned.

5. Missions will be mounted at OBLANTIS. The crew will be carefully trained by [ ] to meet the problems they are apt to encounter on a mission with emphasis

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on pre-calculation of navigational problems where practical. The three-man crew has been chosen with the greatest care, and as seamen and boatmen they will require little training with the possible exception of beach-surf handling of the small boat. The agents themselves will naturally receive a thorough indoctrination in handling themselves in the small boats.

The vessel will receive a thorough inspection and test by [ ] before each mission. Every possible precaution has been taken in its design and construction to avoid mechanical breakdown. Fuel tanks of 750 gal. capacity are completely subdivided into four units each capable of fueling the engine in the event others are damaged. There are three separate sea water pumps, each independently driven, three bilge pumps, reserve fuel tanks of 500 gals, double heavy duty batteries, two generators independently driven, auxiliary steering, auxiliary sails, pre-cut and fitted sections of all important piping, double independent fuel filters to permit cleaning without shutting down engine and extra heavy construction throughout. Lest this sound overcomplicated it should be remembered that the mechanic has worked with [ ] since the initial sketches were drawn and that he and [ ] have made the entire engine installation personally. He is therefore completely familiar with the plant.

Radio equipment will be installed only for missions in a place specifically provided in the initial design and will consist of two-way hand held sets for mother vessel - small boat communication waterproofed as suggested by British experience and a C/W transmitter-receiver for mother ship - base communication.

The general plan of approach to the Albanian coast is to run well offshore to a position due East of the chosen landing spot, and then run down an easterly heading. This provides for the use of the simplest and most accurate use of celestial navigation, namely a latitude from Polaris. The use of this technique will be thoroughly covered in crew training.

6. We do not anticipate a need of additional personnel to monitor the vessel's operations. We argue, however, that after Thaddict has been put into operation an assistant to [ ] may well become necessary. As suggested in Reference C, we believe that [ ] cover and method of operation are such that an assistant can only be covered effectively as a partner or employee of the THADDICT company and any specific action will naturally have to wait until that time.

In considering personnel for this job we suggest the following qualifications as desirable:

a. Ability to live happily on Greek economy without Mission or State Department privileges.

b. Willingness to do a considerable amount of manual work.

c. Good health and absence of any tendency toward hypochondria.

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d. Working knowledge of deisel engines, navigation, and boat construction and maintenance.

We believe that anyone who considers taking the job should be thoroughly aware that he will spend all his working time on a waterfront which is not particularly attractive and will work an average of 8-10 hours a day.

4 August 1953

WFH/mcm

Distribution:

- 3 - Wash ✓
- 1 - Chrono
- 1 - Maritime Support
- 1 - [ ]
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